

Naval Research Laboratory (NRL) - TMP Comment Matrix
(with Final Submission - February 2015)

NRL Naval Research Lab TMP Comments Matrix						
ID	Reviewer (Name / Title)	Page #/Figure #	Reviewer's Comment	ATKINS/LBG Response to Comment	Completed (Y/N) - By Laura Rydland	Discuss at Review Meeting?
TMP Document Date: December 2012			NCPC Comments Dated: <u>July 23, 2013 by Michael Weil</u>			
1	Michael Weil	Sect 1.1; pg6 (Goals and Obj)	Recommend inserting the following additional TMP goal: Attain long-term (20-year) compliance with NCPC Comprehensive Plan employee parking ratio goal of 1:4. The TMP's future forecasted, long-term, mode splits should reflect compliance with the ratio (i.e. 25% SOV by 2033), and attaining the goal may be caveated with assumptions of adequate funding and that DDOT TIP/CLRP programs/projects are implemented/constructed during that timeframe.	Under the TMP objectives, the following phrase has been added: "improve and comply with TMP mode share goals." Please see Table 06 for these mode split goals, which can be updated to the 1:4 ratio mode split of 25% when supporting transportation facilities and improvements are in place per the discussion in Chapter 7.	Yes	
2	Michael Weil	Sect 1.1; pg6 (Goals and Obj)	Explain how the goals (reducing traffic congestion, conserving energy, etc.) and objectives (reduction of trips, reduction of vehicle miles traveled, etc.) relate to the 2035 RIMP and other compliance goals listed in Section 7.1 on page 36. Cited compliance goals relate to E.O. 13514, EISA of 2007, Navy Energy Vision, etc.	A paragraph was added to Section 1.1 (Goals and Objectives) noting that the TMP goals and objectives relate to and will help achieve compliance with other federal and local sustainability goals. Furthermore, please review section 1.3 which discussed how the Navy is working to meet these other compliance goals.	Yes	
3	Michael Weil	Sect 1.2; pg6 (TMPs)	Note that in addition to NCPC's project submission guidelines requiring preparation of a TMP for all projects that will increase work site employment to 500 or more employees, the NCPC Comprehensive Plan encourages federal agencies to submit their most recent TMP with all master plans and with all projects that increase employment on site by 100 or more. (page 87 of the Comp. Plan Transportation Element – TMP Policies) Also, NCPC Master Plan submission guidelines require a TMP "for installations with 100 or more employees (including existing and proposed employees)." These policies are more applicable to the TMP and should be included in the text.	>We will align the text of the report to match the text in the NCPC Comprehensive Plan. >As per the NCPC submission guidelines, we will add text that notes that "sponsoring agencies are <u>encouraged</u> [not required] to prepare TMPs for projects that will increase employment levels to 100 or more employees."	Yes	
4	Michael Weil	Sect 1.2; pg6 (TMPs)	Note that in addition to minimizing SOV travel and encouraging more efficient employee commuting patterns, TMPs should also be designed/structured to help installations comply with their respective NCPC Comprehensive Plan parking ratio goals, as well as other applicable federal goals set by E.O. 13514, EISA, etc. In this case, the NRL TMP should show how NRL will attain compliance with the 1:4 parking ratio/proposed mode split goals in the 20-year, "long-term", as well as "short-term" mode split goals for attaining a proposed 5-year parking ratio. Lastly, the TMP should support the installation Master Plan's short-term component and longer-range Vision Plan. Please reference NRL MP comments from NCPC staff.	>Short and long term mode split goals and respective strategies to achieve these goals have been added to the TMP in Section 6.0. Please see Table 06 and the text in Section 6.0. >In regards to compliance with the 1:4 parking ratio, please see Section 7.1	Yes	
5	Michael Weil	Sect 2.1; pg10 (Metro and Bus)	Insert a table that contains Route ID, Origin/Destination, and peak/non-peak headways for nearby Metrobus/DC Circulator routes. Please reference Table # 4 on page 14 of the draft Joint Base Anacostia-Bolling TMP for use as a model.	Table was added	Yes	
6	Michael Weil	Sect 2.5; pg10 (Bikes and Peds)	Insert a graphic(s) that shows internal and external bicycle facilities (off-street trails, bicycle lanes, bicycle racks, nearby Capital Bikeshare stations, etc.). Please reference Figures 14 and 15 on pages 21 and 22 of the draft Joint Base Anacostia-Bolling TMP for use as models.	Figure was added	Yes	
7	Michael Weil	Sect 2.8; pg14,15 (Parking)	In reference to Table 02: The occupancy rates for each category indicate an existing excess in parking inventory at NRL on an installation-wide scale. Is this correct? If not, please explain why this is not the case. Compile more detailed utilization rates on a lot-by-lot basis to determine where over-capacity and under-capacity lots are located. Lots that are currently under-utilized should be identified for future shared-use parking, in conjunction with nearby (within walking distance) future development sites. Modify draft Master Plan to show future potential development sites near underutilized lots as necessary.	>At the time the parking lot counts were done, the numbers and rates indicated an excess in parking. >A full parking lot occupancy table and corresponding map has been included in Appendix B. >The parking occupancy should be evaluated moving forward on a regular basis to look for how the un-used space can be more efficiently utilized.	Yes	

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8	Michael Weil	Sect 2.12.1; pg16 (Travel Mode)	In reference to Gate Counts and Vehicle Classification information (Section 2.7, page 12), there is a significant discrepancy in the percent of Single Occupant Vehicles (SOVs) observed (95.5%) and the percent of SOVs in the commuter survey (74.4-75.2%). Please explain this sizable difference; how future studies will be designed to minimize this difference; which SOV mode split (95% or 75%) will be used to base future mode split goals; and why.	>Text has been added to explain why the survey results and gate counts yielded different mode splits. >Future mode splits should only be compared with the future mode splits derived from the same data source (i.e., gate counts should only be compared to future gate counts, not survey counts). >The gate count SOV mode split (by person trip) will be used to base future mode split goals as long as it records the highest number of employees out of all survey modes.	Yes	
9	Michael Weil	Sect 2.12.7; pg20 (Travel btwn Installations)	In reference to inter-installation travel, especially between NRL-JBAB and NRL-Navy Yard: How and when are these trips made? Adding more detailed description about this existing travel, and address how this travel may be better accommodated by non-SOV modes in future sections, where appropriate.	This data does not currently exist, but it can be collected with future employee surveys or additional studies as funding permits. Additional text on inter-installation travel has been included in Section 6.9.	Yes	
10	Michael Weil	Sect 3.0; pg23-25 (Area Planning)	Recommend adding section about the future DC Streetcar system since service will be provided across the Anacostia River to JBAB, in the vicinity of the NRL, and NRL will benefit from the service in the future.	While there will probably be limited benefits to NRL because of the DC Streetcar system in the near-term, text describing the streetcar and the Metro Express bus services (which will come closer to the NRL site) have been added to this section.	Yes	
11	Michael Weil	Sect 4.2; pg26 (Parking Supply)	In reference to, <i>"The overall parking occupancy at the NRL was 73 percent, including 34 'over-parked' cars found within several parking lots."</i> – Utilization rates should be compiled on a lot-by-lot basis and should help inform where future recommended development sites are located within the Master Plan. Lots that are consistently over parked should be studied to develop a solution(s) to mitigate the condition, if necessary.	>Utilization rates of the NRL parking lots has been included in Appendix B for reference in analyzing where over and under capacity lots are located. >A clause has been added to Section 7.2 - Progress Monitoring and Annual Report, noting that parking area utilization rates can also be used as a method to measure the success of the TMP.	Yes	
12	Michael Weil	Sect 4.3; pg26 (Transit Subsidies)	In reference to, <i>"Department of Defense employees are eligible to receive up to \$125 per month in transit subsidies from the NCR Mass Transportation Benefit Program (MTBP) that can be applied to offset commuting costs."</i> – Staff notes that the federal subsidy has recently been increased to a maximum of \$240 per month. Revise this amount in the text if the higher amount applies to employees at NRL.	The amount has been revised.	Yes	
13	Michael Weil	Sect 4.3; pg26 (Transit Subsidies)	In reference to, <i>"...and 3.4 percent said it was not available since they were not federal employees."</i> – Please define "federal employee", and reference the source for the definition. i.e. who is considered to be a "federal employee"?	Text has been added to clarify who the non-federal employees likely were (i.e., why they were not eligible for the program). For complete rules and definitions, please refer to the information at: http://www.whs.mil/MTBP/Qualifying.cfm	Yes	
14	Michael Weil	Sect 4.5; pg26 (Shuttle Bus)	Insert graphic that shows internal shuttle bus route(s) and stops, and provide service frequency ("headway") information. Is the shuttle a service with a regular route/frequency structure, or is the service provided on an as-needed basis, with irregular frequencies?	A graphic of the shuttle route has been added in Section 2.4, with a reference in Section 4.5 to refer to this graphic. Text has been added on shuttle frequency and stop information.	Yes	

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15	Michael Weil	Sect 6.0; pg30-35 (Proposed TMP)	Coordinate TMP with JBAB programs (and possibly with DHS-St. Elizabeths) to determine if more efficient/effective for NRL to develop/implement programs in conjunction with JBAB. i.e. initiate combined NRL/JBAB ferry service to the JBAB Marina, and then how could NRL employees travel to NRL from JBAB? Also, rather than initiating NRL TDM programs from "scratch", seek out other successful federal installations (i.e. NIH, DHS, JBAB, NSA-Bethesda, etc.) to review their programs and replicate these for easier development/faster start-up if beneficial. In addition, adopt a mission-centric (have to) attitude when developing/implementing TMP since energy security is a critical part of every military installation's mission, whether explicitly stated or not. Lastly, the TMP should include both short-term (5-year) and long-term (20-year) parking ratio/mode split goals and proposed actions, summarized in a table. Please reference Table # 17 on pages 38 and 39 of the draft Joint Base Anacostia-Bolling TMP for use as a model. The long-term (20-year) parking ratio goal for NRL should be established at the NCPC Comprehensive Plan goal of 1:4.	>Please see Section 7.4 for added text on Inter-Agency coordination. >Please see the proposed short-term and long-term mode split goals outlined in Table 06 in Section 6.0, as well as Section 7.1 for more on compliance with NCPC parking ratios.	Yes	
16	Michael Weil	Sect 6.0; pg30-35 (Proposed TMP)	Add additional sections to address how to facilitate future use of Commuter Rail (VRE and MARC), Commuter Bus (MTA, OmniRide, etc.), Streetcar, and Commuter Ferry/Water Taxi service, even if these services do not directly serve NRL. In conjunction with JBAB's future plans for ferry service at the JBAB Marina (draft JBAB TMP, page 43), how can NRL employees use this service to travel to NRL via JBAB during their commute trips? JBAB has direct service by MTA Commuter Bus; how can NRL obtain direct MTA service as well? And if not feasible, how can NRL employees commute to NRL using the MTA bus via JBAB? These and other future scenarios using these commuter systems should be addressed in the final NRL TMP.	>Text has been added to Section 6.11 to note that examining multiple transit trips is another strategy that can be pursued. >A recommendation to work with the Regional ETC to examine possibility of adding commuter bus stops at NRL has been added to Section 6.11. >A commuter ferry service section has been added to Section 6 to address ferry service coordination with JBAB.	Yes	
17	Michael Weil	Sect 6.0; pg30 (Proposed TMP)	In reference to, <i>"Since fewer drivers are anticipated overall due to the transportation management measures discussed below, the relative contribution from NRL to intersection capacity in the area will also be reduced."</i> – NCPC staff notes that parking will not be reduced within the next 5 years, so how does NRL anticipate fewer drivers in the future? Please explain. Part of any successful TMP is to gradually reduce employee parking, in addition to implementing travel demand management programs, and NCPC staff understands that reducing employee SOV travel is very unlikely without removing parking.	While the Navy is committed to TDM strategies, managing and enforcing parking, and switching SOV parking to carpool/vanpool spaces (as noted in Section 6), it is not able to reduce parking beyond what is planned in programmed projects due to mission readiness needs and other site constraints (lack of HOV lanes directly serving installation, etc.). The installation will aim to reduce SOV trips by promoting alternative means of transportation, increasing AWS and teleworking opportunities where feasible, and coordinating with area agencies to improve transit connections to the installation, in addition to those strategies outlined in Section 6 of the TMP.	Comments were noted, no changes were made.	
18	Michael Weil	Sect 6.0; pg30 (Proposed TMP)	In reference to, <i>"It was determined that ferry service is not a feasible option due to issues of logistics, security, and training."</i> – Was NRL employee commuter travel via future JBAB ferry service ever considered? If not, then please study/address this future opportunity in the final TMP. Future service to JBAB is described in the draft JBAB TMP as follows, <i>"JBAB is working with local water taxi and ferry operators on the feasibility to provide commuter ferry service among Alexandria, the installation, the Washington Navy Yard for installation residents and employees. If the pilot program proves feasible, permanent establishment of the commuter ferry will provide significant time-savings for passengers to cross the river, and thus reduce vehicular traffic on the roads."</i>	This sentence has been removed. A short and long-term strategy to investigate commuter ferry service with JBAB has been added to Table 06 and several places within the text of Section 6.	Yes	

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19	Michael Weil	Sect 6.1; pg30-32 (ETC)	In reference to, <i>"Once appointed, the ETC will need to be empowered to develop and implement an integrated program based on the information found in this TMP and the RTV."</i> – NCPC staff appreciates that ETCs <u>must</u> have strong support from installation leadership (and ideally, installation tenants) to be effective as described in the 2008 Federal TMP Handbook.	This text has been added as a recommendation in Section 6.1. The Navy will need to evaluate if it is feasible for an ETC to have influence over installation tenants.	Yes	
20	Michael Weil	Sect 6.1; pg30,31 (ETC - Identify TM Needs)	In reference to, <i>"The recommendations identified in this TMP and presented below can be broken down into the following general timeframes:"</i> – Recommend modifying the timeframe for the Short-Term Recommendations section to span between years 1 and 5, and Long-Term Recommendations section to span between years 6 and 20. These changes would give the TMP's short-term sections a similar timeframe to the draft NRL Master Plan "short-range" component, and the TMP's long-range sections a similar timeframe to the longer-range, Master Plan's "Vision Plan" component as recommended by NCPC staff. The long-term (20-year) parking ratio goal should be established at 1:4, and the TMP should be designed to attain the goal as previously discussed.	>The detailed recommendations in the timeframes in this section are applicable to the first two plus years of the ETC's role, which are the critical time period for implementing initial TMP strategies. This text is consistent will all other TMPs and will remain with these timeframes to ensure consistency. Also, since the TMP is scheduled to be updated after 5 years time or with significant changes, it is not prudent at this time to detail recommendations for the 20-year timeframe. >Short-term (1-5 years) and long-term (6-20 years) TMP recommendations or strategies have been added in Table 06 in Section 6.0 to be compatible with the Master Plan's timeframes.	Yes	
21	Michael Weil	Sect 6.1; pg30,31 (ETC - Immediate)	In reference to, <i>"Contact outside government entities such as NCPC, MWCOG, WMATA, and DDOT to introduce her/himself and determine how such outside entities can assist with commuting issues inherent at NRL."</i> (page 31) – Recommend adding JBAB and DHS-St. Elizabeths to this action since these installations are located in close proximity to NRL, and they both have more established TMPs currently in place.	These installations have been added to the action item.	Yes	
22	Michael Weil	Sect 6.1; pg30,31 (ETC - Immediate)	<u>Recommend contacting the agents at http://www.godcgo.com/, which is a service funding by DDOT that specializes in working with employers to find/encourage non-SOV commuting options for employees.</u>	Excellent recommendation; it has been added.	Yes	
23	Michael Weil	Sect 6.1; pg31 (Short-Term)	Recommend adding action to develop a regular annual or bi-annual on-line commuter travel survey and to initiate the survey, to measure the progress of the NRL TMP in reducing SOV travel. Coordinate survey design/process with JBAB and/or DHS-St. Elizabeths to assist in the survey development process as needed.	An annual or biennial on-line commuter survey recommendation has been added. Caution will have to be taken to ensure that survey results are representative of the full NRL population if they are to be used as a gauge to measure progress of the NRL TMP in reducing SOV travel. Survey frequency will, however, like all efforts, be subject to available funding.	Yes	
24	Michael Weil	Sect 6.1; pg31 (Long-Term)	Recommend including potential longer-term (6-20 years) actions, which could include: "If funded, participate in Potomac River commuter ferry system"; "If funded, implement employee contributions towards an Intelligent Transportation System."; etc. This section should be revised as time passes, and these actions should become more detailed as they become more likely to happen, eventually moving into the list of short-term (1-5 years) actions. Also, new potential actions could be added to or deleted from the longer-term action list as necessary.	Please see Table 06 in Section 6.0 for these long-term recommendations.	Yes	
25	Michael Weil	Sect 6.1; pg31,32 (Develop Website)	Consult other federal agency websites for ideas and potentially use as models. i.e. National Institutes of Health, Marine Corps Base Quantico, NSA-Bethesda, DHS-St. Elizabeths, etc.	Text has been added.	Yes	

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26	Michael Weil	Sect 6.2; pg32,33 (Parking Supply)	In reference to, "NCPD guidelines call for a ratio of 1:4 at the facility since NRL is located within the Historic District of Columbia boundaries. This ratio is not feasible at NRL for the reasons discussed in Section 2.12.3, <i>Parking Breakdown</i> " (page 32) – NCPD staff believes that the 1:4 ratio may be feasible in 20 years, assuming that adequate funding, desire, and other local DDOT TIP/CLRP projects (i.e. ferry service, bike lanes, etc.) are in place, and so the ratio should be used as a long-term TMP goal, with the support of the Master Plan (which should include supportive land use/development patterns and infrastructure). Please revise TMP accordingly.	>Please see Section 7.1 - Compliance Considerations regarding parking ratio goal compliance.	Yes	
27	Michael Weil	Sect 6.2; pg32 (Parking Supply - Priority Spaces)	Communicate to NRL tenants that carpool/vanpool spaces will always be prioritized over SOV employee spaces and that these spaces will be immediately created from general SOV spaces to ensure that carpools/vanpools are ALWAYS accommodated and highly encouraged. This would reflect a prioritization of carpools/vanpools by NRL, reduce SOV parking, and serve as a strong incentive for employees to carpool/vanpool.	Text has been added.	Yes	
28	Michael Weil	Sect 6.3; pg33 (Transit Subsidies)	In reference to, "Department of Defense employees are eligible to receive up to \$125 per month in transit subsidies..." – Update the \$125 per month subsidy amount to the current \$240/month federal transit subsidy amount, if applicable.	The amount has been revised. The WHS site says the updated subsidy is \$130, so that is the amount that was used.	Yes	
29	Michael Weil	Sect 6.5; pg33,34 (Shuttle Bus Service)	Was indirect bus service to NRL via JBAB considered to expand transit availability for employees? The TMP describes only one bus stop outside NRL's gate with direct service from only two routes (A4/A5) in Section 6.3; however, it is not clear if using existing, less direct MTA, WMATA, and JBAB bus/shuttle services would be feasible for NRL employees or not. Have this ever been studied? How can NRL partner with JBAB to share the JBAB shuttle to local Metrorail stations? How can employees travel to NRL via JBAB by other WMATA/MTA routes? Studying ways to utilize existing/future JBAB, DIA, and St. Elizabeths transit systems should be included as a future TMP action/task.	>It is highly unlikely indirect bus service to NRL via JBAB would be a feasible method of expanding transit availability due to the number of transfers needed to utilize transit to access JBAB in the first place. Adding an additional transfer would add another 15-20 minutes onto the transit commuting times already noted in JBAB's Table 18: Drive vs. Transit Time. Such long commutes are unrealistic for employees commuting via transit as they are approaching three times the average area commuting time. >While pursuing less direct transit options have been added as a recommendation in Section 6.10, please see responses to Comment ID #33. >Text has been added to encourage the ETC to coordinate shuttles with other area installations when doing so can maintain a quality service connection for all employees.	Yes	

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30	Michael Weil	Sect 6.5; pg33,34 (Shuttle Bus Service)	NCPC staff notes that NAVFAC is currently contracting with a consulting firm to provide technical and strategic analytic services to improve shuttle service operations for NAVFAC in the National Capital Region. Furthermore, the General Services Administration (GSA) has previously studied the feasibility of combining multiple existing federal agency shuttle systems in downtown Washington, D.C., and there is continuing interest in this possibility. NRL should coordinate with NAVFAC and GSA to determine if/how NRL personnel can use these other downtown federal systems. GSA Contact: Mr. Patrick McConnell (GSA, Office of Government-wide Policy), 202-501-2362. Reference April 2, 2010 GSA report ("E.O. 13514 O Sec. 11. Recommendations for Federal Local Transportation Logistics") for background.	NAVFAC will seek to coordinate with GSA in the future via this contact. However, given the location of GSA and other federal agency facilities with employee populations large enough to warrant efficient use of shuttle resources, there do not appear to be any opportunities for combining systems at this time.	Comments were noted, no changes were made. NAVFAC and NRL will seek to work with GSA and the recommended contact on future shuttle coordination efforts. Also, please supply an updated contact at GSA as the individual noted was not the correct person to coordinate with.	
31	Michael Weil	Sect 6.7; pg34 (Bike Facilities and Walkers)	In reference to, "The transportation survey reveals that for dedicated drivers, 5.7 percent said that they would switch to bike travel if amenities were provided, another 5.7 percent noted that they likely would,..." – NCPC staff believes that if these results are accurate, then future efforts to facilitate bicycle travel to/at NRL (providing shower facilities, bike racks, signage, etc.) should be prioritized. Eight percent of the NRL population (4,872 people) traveling to work using bicycles would equate to 390 people, which is significant.	Please see the proposed mode split goals outlined in Table 06 in Section 6.0. NRL will plan to achieve higher numbers of bicycle commuters over the long term (significant improvements need to be made outside of the installation).	Yes	
32	Michael Weil	Sect 6.10; pg35 (Other Measures)	Assume construction of DDOT Transportation Improvement Plan (TIP) and regional Constrained Long Range Plan (CLRP) projects within the short-term (5-year) and long-term (20-year) timeframes. Describe the projects that will be especially beneficial to NRL, and assume their construction when designing the final TMP/MP to attain the 1:4 parking ratio goal, with future supporting mode share (25% SOV) goals.	Very minimal improvements are included in the DDOT TIP and the regional CLRP that will increase the ability of NRL employees to use non-SOV modes. The only improvements that are planned to be made in the area are the roadway improvements intended to <u>mitigate</u> (not significantly improve) the increased development at DHS-St. Elizabeths and the South Capitol Street Trail and Oxon Run Trail Restoration work. The later improvement will facilitate and support the increased bicycle mode share goal noted in Table 06 in Section 6.0.	Comments were noted, no changes were made.	
33	Michael Weil	Sect 6.10; pg35 (Other Measures)	Explore how to facilitate future use of commuter rail (VRE and MARC), commuter bus (MTA, OmniRide, PRTC, etc.), streetcar, and commuter ferry/water taxi service, even if these services do not directly serve NRL, as previously mentioned. Address in final NRL TMP.	Text has been added to note that this is another strategy that can be pursued. However, such efforts should be considered a lower priority if such trips and connections require additional transit transfers because the additional transfers have been documented to decrease employee's willingness to commute via multiple modes of transportation.	Yes	

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34	Michael Weil	Sect 7.1; pg36-38 (Compliance Considerations - Air Quality)	In reference to, <i>"The percentage of Single Occupancy Vehicle trips commuting to NRL on a daily basis are expected to be reduced through the implementation of this TMP."</i> (page 36) – How? The current draft TMP does not show how SOVs will be reduced in any detail, with mode share/parking ratio goals, and the NRL has no future plans to remove employee parking. While increasing the population without adding spaces will improve the parking ratio, without removing parking, the installation is very unlikely to reduce SOV commuting trips in any significance. Please support the referenced statement in the final TMP.	While the Navy is committed to TDM strategies, managing and enforcing parking, and switching SOV parking to carpool/vanpool spaces (as noted in Section 6), it is not able to reduce parking beyond what is planned in programmed projects due to mission readiness needs and other site constraints (lack of HOV lanes directly serving installation, etc.). The installation will aim to reduce SOV trips by promoting alternative means of transportation, increasing AWS and teleworking opportunities where feasible, and coordinating with area agencies to improve transit connections to the installation, in addition to those strategies outlined in Section 6 of the TMP. Please also see revised text in Section 6.2.	Comments were noted, minimal text edits were made.	
35	Michael Weil	Sect 7.1; pg36-38 (Compliance Considerations - Air Quality)	In reference to, <i>"Based on the information gathered from the transportation survey nearly 74.4 percent of the total workforce are considered dedicated auto commuters"</i> (page 37) – Staff notes that gate counts indicate that 95.5% of the vehicles were SOVs. Explain why the survey SOV mode share is used rather than the gate count SOV mode share. Staff recommends using the gate count mode share since the result is the more conservative value, unless a good argument can be made for using the 75% value. Does the fact that the survey results differ so significantly from the observed mode splits indicate some sort of statistically-significant bias of the results? Please address in the final TMP.	>The VMT section of Section 7.0 has been removed to be consistent among all 7 NAVFAC TMPs, so the requested changes are no longer possible. >In terms of consistently using mode share percentages, the gate count mode share has been used throughout this report as it is believed to be the more accurate representation of existing conditions (greater survey numbers). However, it should be noted that the mode share can be calculated by vehicle or by person trip - each of these result in different percentages (by vehicle - 95.5%; by person trip - 83.2%).	Comments were no longer applicable after revisions.	
36	Michael Weil	Sect 7.1; pg36-38 (Compliance Considerations - Air Quality)	In reference to Table 08 (page 38), how do NRL's future mode split goals compare with the values contained in the "% of Dedicated Drivers" columns for Low, Medium, and High scenarios? What future mode split goals are assumed in the TMP for the 5-year (short-term) and 20-year (long-range) timeframes? Recommend adding NRL's future projected mode splits to Table 08 in a separate column and providing additional supporting text. Is NRL projected to attain the various compliance goals set by E.O. 13514, 2007 EISA, MWCOG Region Forward, etc. described on page 36? Please address in final TMP.	The VMT section of Section 7.0 has been removed to be consistent among all 7 NAVFAC TMPs, so the requested changes are no longer possible.	Comments were no longer applicable after revisions.	
37	Michael Weil	Sect 7.1; pg36-38 (Compliance Considerations - Air Quality)	In reference to Table 08, can cost-benefit analyses be performed for each of the proposed future travel demand management programs listed in Section 6.0, using cost savings from reducing CO2 emissions/energy consumption? i.e. 1) calculate costs of implementing a robust bicycle system at NRL (installing bike racks, showers, bicycle lanes, signage, etc.); 2) generate a forecasted reduction in SOVs from the diverted trips (SOV drivers diverted to traveling to work using bikes); 3) calculate the resulting reduction in CO2 emissions/energy consumption; 4) assign cost(s) to the CO2 emissions/energy use; and 5) perform a benefit-cost ratio for that program. These analyses could help NRL determine how cost-feasible future TMP programs would be. Include these analyses and supporting text in the TMP or Appendix.	This is beyond the scope of work of a TMP.	Comments were noted, no changes were made.	

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ID	Reviewer (Name / Title)	Page #/Figure #	Reviewer's Comment	ATKINS/LBG Response to Comment	Completed (Y/N) - By Laura Rydland	Discuss at Review Meeting?
Significant Comments						
38	Michael Weil	Significant Comments	NCPC Comprehensive Plan Employee Parking Ratio Goal: Recommend revising TMP to reflect the applicable 1:4 parking ratio goal in the "long-term" (in 20 years), with support from the NRL MP, and assumed DOD funding and DDOT TIP/CLRP projects are in place. Also, include future 5 and 20-year mode share goals/supporting actions in a summary table that is modeled after Table # 17 (pages 38 and 39) in draft JBAB TMP.	>Please see Section 7.1 - Compliance Considerations regarding parking ratio goal compliance. >Please see the proposed mode split goals outlined in Table 06 in Section 6.0.	Yes	
39	Michael Weil	Significant Comments	Relate TMP to Applicable Compliance Goals: Explain how the goals (reducing traffic congestion, conserving energy, etc.) and objectives (reduction of trips, reduction of vehicle miles traveled, etc.) described in Section 1.1 (page 6) relate to the 2035 RIMP and other compliance goals listed in Section 7.1 (page 36). Cited compliance goals relate to E.O. 13514, EISA of 2007, Navy Energy Vision, etc.	Please see the text in Section 1.3. The text has been revised to more clearly explain how the goals and objectives of the TMP relate to the compliance goals required of local and federal regulations.	Yes	
40	Michael Weil	Significant Comments	Establish/Maintain Detailed Parking Inventory/Utilization Spreadsheet: Detailed lot utilization rates should be available to determine where over- and under-capacity lots are located, and to help gauge future TMP effectiveness. Lots that are currently under-utilized should be identified for future shared-use parking, in conjunction with nearby (within walking distance) future development sites.	>Utilization rates of the NRL parking lots has been included in Appendix B for reference in analyzing where over and under capacity lots are located. >A clause has been added to Section 7.2 - Progress Monitoring and Annual Report, noting that parking area utilization rates can also be used as a method to measure the success of the TMP.	Yes	
41	Michael Weil	Significant Comments	SOV Mode Share – Observed vs. Survey: Address the sizable discrepancy between the two SOV mode shares; which mode split (95% or 75%) will be used to base TMP goals; and justify decision in the final TMP.	See response to Comment ID #8.	Yes	
42	Michael Weil	Significant Comments	Coordinate NRL TMP with other Federal Agencies: Work with JBAB (and possibly DHS-St. Elizabeths) to determine how future TMP programs can be coordinated. Explore indirect transit service to NRL via JBAB (using MTA, WMATA, ferry, etc.) for employees.	A section (7.4) has been added about coordination with other federal agencies on transportation improvements.	Yes	
43	Michael Weil	Significant Comments	Cost-Benefit Analyses of Future Planned TMP Programs: Calculate potential costs of future programs/infrastructure and weigh each against benefit of reduced emissions/energy consumption. Include documentation in the final TMP.	This is beyond the scope of work of a TMP.	Comments were noted, no changes were made.	
TMP Document Date: August 2014 NCPC Comments Dated: October 2, 2014 by NCPC; no specific TMP comments by staff						
NA	NA	NA	Recommends future planning coordination between the Navy, GSA, NCPC, and DDOT to maximize travel demand management efforts between nearby Federal and District of Columbia installations such as integration of employee rideshare programs and coordination with ongoing planning efforts for future extensions of DC Streetcar service.	Concur. Text is incorporated in the TMP in Sections 6.1 , 6.12, and 7.3.	Yes	
NA	NA	NA	Encourages the Navy to coordinate with NCPC, the District of Columbia Office of Planning, and other relevant stakeholders to discuss the potential to develop and implement a "Live-Near-Your-Work" incentive program at NRL and other Navy installations located within the District.	Concur. Text is incorporated in the TMP in Sections 6.1 .	Yes	